

IN THE RAILROAD WORLD

WABASH ENGINEERS
ORDERED TO CEASE
RECKLESS RUNNINGOFFICIALS TAKE STEPS TO OB-
VIATE DANGER FROM THIS
SOURCE

MUST FOLLOW SCHEDULES

Fifty Miles an Hour Fixed as the Max-
imum Speed—Practice of Wasting
Time at Stations and Making It Up
Between Stops Not to Be Allowed
Hereafter

Wabash railroad passenger engineers now-a-days are having quite a hard job timing themselves to the rate of fifty miles an hour. The company recently issued an order to engineers and conductors to the effect that the rate of speed of passenger trains between stations must not exceed fifty miles an hour at any point, and every precaution is being taken that the order is not violated. The order makes it necessary for engineers to not only keep a close eye on the minute hand of their watches, but the second hand as well, and it must be observed by the men at the throttle that they do not pass the mile posts at a greater rate than one in every minute and twelve seconds. On high grade freight trains the rate of speed is thirty-six miles an hour.

It is the intention of the company to get the men into the custom of making more regular time in covering the road. Instead of wasting an extra minute now and then at the various station stops and then making up the lost time by running at a terrific and dangerous rate of speed between stations, it is desired that less time be killed at stopping places and the time on the road made more uniform. Even in cases where trains are late it is not the desire that lost time be made up by reckless running. The order has a tendency to make the Wabash a much safer road on which to travel, and it is thought one of their advantages. It is, however, very inconvenient in some respects to the men, for they are forbidden to open the throttle and dash through the country at their pleasure.

RAILROAD NOTES—

Fireman H. H. Wigglesworth has been assigned to the 928.

Fireman H. Thomason and F. B. Snelling are laying off for a week's vacation.

Engineer Sam Ruby is again at the throttle on the 932, after having laid off a trip or two.

Switchman W. H. Rhodes returned to the city yesterday from a visiting trip to Los Cerrillos.

Ralph Moore succeeds John C. Sears as chief clerk to A. B. Wachter in the store house at Raton.

The A. T. & S. F. bridge gang is at work near Maxwell, N. M., as the result of the recent heavy rains.

Fireman C. E. Howard, the smoke artist on the 934, is laying off a few trips. L. W. Cummings is taking his place.

Six sea lions passed through the city yesterday afternoon on No. 2, in transit from California to Staten Island, N. Y.

Mrs. S. H. Ferguson has been down town shopping again from Onava, where her husband is station agent and operator.

Conductor T. V. Bryant has been granted a furlough, and will soon take his departure for Boston and other eastern points.

The Santa Fe company is making some needed improvements at the local stock yards, under the direction of J. B. Floyd.

An additional decrease in surplus cars is shown in every section of the United States. The decrease since the last report is 48,848 cars, which brings the total surplus down to

110,576 cars, less than one-half the figure for the corresponding period in 1908.

B. V. Wilcox, telegraph operator at Hebron, N. M., a typhoid fever patient at the Santa Fe hospital, is convalescing.

J. H. Fleming, superintendent of roads and trails at the Grand Canyon in Arizona, for the Santa Fe, is visiting Albuquerque.

Dispatcher Claude Strauss left for St. Louis and other points in Missouri on No. 8 this morning, accompanied by Mrs. Strauss.

Mrs. T. B. Bowen, wife of the locomotive engineer here, is visiting relatives in Santa Fe for a few days, accompanied by her two sons.

Dispatcher Ray Southworth has returned to the city from a visit to Indiana, New York, Michigan and a few other commonwealths of the union.

Henry Buchholtz, round house foreman, who has been in the Santa Fe hospital for the past four weeks with typhoid fever, is reported much better.

Mrs. J. W. Richardson, wife of the station agent at Chapelle, was in the city yesterday shopping, accompanied by her daughter, Miss Helen Richardson.

Frank Williams, clerk in the office of the superintendent of bridges and buildings here, is paying a visit to Raton, in which city he formerly held forth.

Brakeman E. O. Griffin has quit his job and will go elsewhere to try his luck, which has never failed him yet, no matter how tight a pinch he found himself in.

J. G. Fitzsimmons, who was in the city yesterday from Denver, is again in the employment of the Santa Fe, and will be stationed in Raton in about two weeks.

J. Ellison, boiler maker at the Santa Fe shops in Raton, has sold his residence to Mr. Wisnosky, the tabor at the Price Shoe and Clothing company in the Gate city.

Brakeman Gus Fugate has cashed in and severed his connection with the Santa Fe at this division point. He will likely go to Kansas City and stake down for a few months.

M. R. Williams, superintendent of the bridge and building department here, went down the line yesterday afternoon on duties connected with the important position he holds.

Engineer J. E. Vincent and Fireman Fred Orwig are laying off a few trips and have turned their engine, the 926, over to Engineer W. J. McKee and Fireman F. J. Keptner.

Alphonso Fulgenzi, who was formerly employed at the local railroad shops, was in town yesterday from Lamy, at which junction point he is employed in turning engines on the "y."

The funeral of Colonel Michael J. O'Brien, president of the Southern Express company at New York, was attended by 2,000 employees of the company. The body was buried at Chattanooga.

J. C. Griggs, for some time material clerk in the Santa Fe store house at Raton, left for Trinidad, where he has been placed in charge of the Santa Fe coal chutes. This comes in the nature of a promotion.

Superintendent J. M. Kurn returned to division headquarters here from Santa Fe on No. 8 this morning. While on the trip he located a town site on the Arroyo Hondo project, adjacent to the Santa Fe line.

Conductor Cosgrove and crew, off the first district, brought in the first section of No. 1 passenger train from La Junta yesterday afternoon. Conductor Flannigan and crew having charge of it from this city to Albuquerque.

Cecil Durham and family have returned to Raton from a month's stay at Eldorado Springs, Mo., where they had spent that time with relatives and friends. W. H. Boan and family have also returned from Missouri and the boiler makers' ranks in the Raton shops again begin to look natural.

Railroads of the United States paid approximately \$56,700,000 for loss and damage and injuries to persons

during the year ending June, 1908, according to a report made public by the bureau of railway news and statistics. This is an increase of \$8,441,000 compared with the preceding year.

The mother of Brakeman Cook, who recently suffered the loss of both legs while passing through Isleta, arrived in Albuquerque from Pittsburg yesterday, accompanied by her daughter. Both mother and sister hurried at once to the bedside of the sufferer, where an affecting scene at meeting took place.

The passenger trains from the east yesterday afternoon were the first to leave Kansas City since the new colonist rates went into effect, consequently they were crowded with people who were taking advantage of the low fare. No. 1 was split in two at La Junta, and ran as two sections, and Nos. 7 and 9 were both late in reaching this city last night.

"Twenty-four thousand dollars was paid out by the Santa Fe in Vaughn on pay day, August 15," said R. R. McDougle of the prosperous town on the cut-off to a newspaper reporter in Albuquerque. Mr. McDougle who is a well known railroad man and vice president of the Brotherhood of Railway Trainmen local, spent a day in the Duke city greeting friends and attending to business matters.

George J. Kindel is again investigating the express rates to and from Denver, with the result that he declares the freight rate discrimination to be as mild as milk sugar in comparison. He is compiling a list of these rates. It shows that in some instances they are three, four or five times as great as the freight rate. An old state law which prohibited express rates being higher than twice the amount of the freight rates was repealed, and since then the express companies have lost no opportunity to pile it on.

October 27, 1904, the New York subway or underground railway system of thirty-five miles was opened for public travel. The system cost for construction and equipment more than \$75,000,000, and three years and seven months were consumed by an army of nearly ten thousand men to construct the subway. It was necessary to excavate about 3,212,000 cubic yards of material, of which 1,900,000 cubic yards was earth and 1,312,000 cubic yards had to be blasted. The total length of track laid is 305,000 feet, of which 245,000 feet is underground and 60,000 feet is on elevated structures.

Basing their opinions on the steadily increasing totals in tonnage and earnings, and on the rate at which the surplus of idle cars is being reduced, officials of the western roads continue extremely optimistic regarding the outlook, and some of the large systems are already predicting record figures for the current fiscal year. Trunk lines operating east from Chicago and St. Louis report passenger traffic undiminished from the mid-summer volume, and in most instances the high average tonnage of recent weeks is being maintained, though a few show small loss in the total tonnage as compared with previous weeks and a year ago.

The old case of the Denver & Rio Grande railroad against the Atchison, Topeka & Santa Fe and the Pueblo Gas and Fuel company over a carload of coal, has been dismissed in district court in Pueblo, Colo., at the expense of the plaintiff. Just what became of the car of coal has never been discovered and probably never will be. According to the complaint the Denver and Rio Grande transported a car load of coal to Pueblo for the gas company. It was turned over to the Santa Fe to be switched to the gas company spur. The company claimed the car never arrived there. The Santa Fe claimed it was delivered. The D. & R. G. wanted pay from somebody, and failing to get satisfaction began suit. An exhaustive search for the past two years has failed to reveal certainly to whom the car went. It is a lost car, so far as the records were concerned. There were strong suspicions, but no proof, and after dragging along the suit was finally dismissed.

Alfred Sanderson, the oldest locomotive engineer on the Chicago division of the Illinois Central railroad, ran his engine into the round house at Burnside, Ill., a few days ago for the last time. He has passed the age limit and has been retired on a pension. His retirement marked the end of forty-six years' continuous service in the employ of one company and forty-four years' service as engineer. During this time the veteran has pulled the throttle on nearly every run on the Chicago division of the I. C. and ends his service with the record of never having had an accident. "Railroading today is not near as dangerous as it was when I

first went to work for the Illinois Central," declared Sanderson. "The safety appliances and the modern way of operating the roads have eliminated to a great extent the dangers that used to threaten the railroad employee." Sanderson, who is sixty-five years old, lives at 5525 Lafayette avenue, Chicago, which has been his home for the last twenty-one years.

ABSORBLETS

He-I detest a liar above everything. She-Well, you are certainly not egotistical.—Illustrated Bits.

Freddie-What's an end seat hog, dad?

Cobwigger-He's a fellow who keeps you from becoming one yourself.—Brooklyn Life.

"What makes you so sure that man is naturally cautious and diplomatic?" "The fact that whenever I offer him a cigar he puts it in his pocket and says he will smoke it after dinner."—Washington Star.

Cynicus-Is it possible for a woman to keep a secret?

Henpecke-I don't know about that; my wife and I were engaged for several weeks before she said anything to me about it.—Philadelphia Record.

"I dunno how to please these summer boarders."

"What's the matter, Si?"

"They're clamoring for the moss-covered bucket, after I had fitted up the well with sterilized drinking cups instead."—Washington Herald.

Little Joe, who had a pin.

Made the baby yell like sin;

Mother said, "Here, stop that, Joe!

Why do you hurt baby so?"

Little Joe just yelled in glee,

"Ma, my reason's this," said he,

"If he howls with all his might

He'll have none left for tonight."

—Denver Post.

"The average American millionaire"

said Upton Sinclair, in a recent address, "brags too much about his wealth."

"I stated this fact one day in the smoker of a Pullman. My companion

agreed with me, but a fat man across

the aisle, who must have been listening, leaned across and said, sternly: "Young man, you're all wrong. The American millionaire rarely if ever brags about money. I, for example, never bragged about my money in my life, and yet I'm worth close on to four millions!"—Washington Star.

If you don't believe it, just suggest to the first man you meet that he would have made a fine comedian if he had gone on the stage and see him swell up with pride and tell you about the first amateur performance he ever appeared.—St. Louis Star.

Crunkley-Yes, I always eat the skin of fruit. I consider it really the best part of—what are you grinning at?"

The Other man-I'm wondering how much nutrition you get out of a banana peel.—Chicago Tribune.

"How's the climate around here?" asked the tourist.

"Reckon it's purty much like other climates," answered Former Conventsel. "It ain't much fur stiddy comfort, but it's mighty convenient an' reliable as a means of takin' the boarders' minds off'n their other troubles."—Washington Star.

"Which do you like the best," said Meandering Mike, "de city or de country?"

"Well," answered Plodding Pete, "de closeness together of de houses in town makes it convenient, but I likes de country because dere's just about walkin' enough to give you an appetite between handouts."—Washington Star.

"What's the matter, dear?" asked Mr. Justwed, as he came into the house and found his wife crying as if her heart would break.

"I'm so discouraged," she sobbed.

"What has bothered my little wife?"

"I worked all the afternoon making custards, because I knew you were so fond of them, and—"

"And—"

"here she began weeping hysterically again."

"And what, Darling?"

"And they turned out to be sponge cake."—Tit-Bits.

He was excessively fond of dancing.

Also he was very clumsy, and like a good many other people, he was fond of doing the thing he did worst.

She, too, was excessively fond of dancing, with the difference that she



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was the personification of grace. But now she was suffering. Already he had torn her train with his ungovernable feet, and her dainty slippers bore the marks of his shoes. At last she could stand it no longer.

"Let us sit out the rest of this dance," she suggested. "I am tired."

He was reluctant. "I thought you said you could die waiting," he said.

"So I could," she replied, "but there are pleasanter ways of dying than being trampled to death."—Utica.

A practical joker recently made his first trip to Niagara Falls, and a guide that he hired was trying to impress him with their magnitude.

"Grand!" suggested the guide.

The visitor did not seem impressed.

"Millions of gallons a minute," explained the guide.

"How many in a day?" asked the tourist.

"Oh, billions and billions," said the guide.

The other looked across and down and up, as if gauging the flow and then turned away disinterestedly.

"Runs all night, too, I suppose," he remarked nonchalantly.

The guide, never recovered.—New York American.

Cornelius V. Collins, criminologist and superintendent of New York's state prisons, narrated at a dinner in Trop some reminiscences of his interesting work.

"A clever criminal of gluttonous proclivities," he said, "once couched a complaint in rather neat terms.

"My inspector, entering this man's cell one day, found it very hot and stuffy.

"Why have you got your ventilator closed?" he asked.

"The burly and gluttonous prisoner answered plaintively:

"Well, inspector, yer honor, the last time I had the ventilator open a wasp flew in, you see, and carried off my dinner while my back was turned."

—Washington Star.

Her string is soon worn out if a girl has too many beaus.

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Pretty Creations in Suits and Dresses for Fall and Winter Wear.

IF YOU have been planing to wear your last Winter's Suit again this Season, you won't when you see the new ones. It has been a long time since there has been such a radical change of styles from one season to another. The coats are longer and closer fitting, with much narrower sleeves. The skirts are wider, and in most models plaited—either all around or in side panels—with panel effects in front. And the trimmings are as different and new as can be, braids and jet buttons being the most in evidence. In short, the new styles are new in every sense of the word and no season's styles have been more attractive. Our line consists of the most popular models from the largest manufacturers of the country, in all the best shades and fabrics. All coat linings guaranteed for two seasons and prices lower than any house in the Southwest.

The most popular garments of the Season.

One-Piece Dresses in the Moyen Age Models.

The popular garments are perfect fitting to a trifle below the hips, with a pleated skirt from that point. Some have front panel effects while others are heavily braided. They come in all the desirable colors in Taffeta, Cashmere, Prunella, Broadcloth and Silk Eolienne. Prices range from \$30.00 down to \$14.00.

Desireable Fall Waists Temptingly Priced

The new waist styles are especially attractive this Fall. White and ecru nets are the favorites with black Taffeta a close second. These come in a variety of styles, trimmed in tucks, cords, braids and jets. Prices range from \$4.00 up to \$25.00. The novelty of this season is the

Jersey Waist

made from a silk fabric similar to, but a little heavier than, silk glove fabric. These are close fitting and made in plaited models, black only.

Very nifty and dressy are the

New Models in Fall Coats.

The long coat effects in Suits naturally results in the heavier garments being extremely long, ranging from 48 inches to 56 inches. As in Suits, the rougher materials have first place, although the Broadcloths and similar weaves are in much demand. Tight fitting, severely tailored effects are extremely good, while semi-fitted garments are also meeting with much favor.

Braids and jets are the favorite trimmings with silk extensively used in some models. Prices range from \$8.50 to \$50.00.

Many Rich, Nobby Effects in Fall Dress Goods.

Styles in piece-goods this Season are away from the smooth Satin effects of the past Season's, more toward the heavier, rough material such as Cheviots, Worsteds, Diagonals, Chevrons and Serges. These make up much richer and more dressy than the lighter weight fabrics. Broadcloths and Prunellas are still much in demand for the finer more elaborate gowns, and come in all the new shades for Fall. Cheviot Serges are very popular and extremely serviceable, being designed especially for hard, rough usage. The Chevron effects are serviceable and also very dressy, having a richness peculiarly their own. At our dress goods counter you will find an excellent variety of all these fabrics. Also a nice line of the more staple weaves, with trimming of newest designs to match.

How About Your Fall Shoes?

With new suits and dresses you will want new Shoes. As in other lines, styles in shoes change with each Season. This Fall the vamps are extremely short with narrow box toe effects. Patent leather with Suede tops and all Suede in a good shade of grey are the favorites. Our stock is complete with a large assortment of styles and qualities of the newest, most favored lasts. If you would insure shoe comfort style and quality let us supply your footwear.

Fortune Telling

Does not take into consideration the one essential to woman's happiness—womanly health. The woman who neglects her health is neglecting the very foundation of all good fortune. For without health love loses its lustre and gold is but dross. Womanly health when lost or impaired may generally be regained by the use of Dr. Pierce's Favorite Prescription.

This Prescription has, for over 40 years, been curing delicate, weak, pain-wracked women, by the hundreds of thousands and this too in the privacy of their homes without their having to submit to indecent questionings and officiously repugnant examinations.

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